

JOHN J. SCHNABEL
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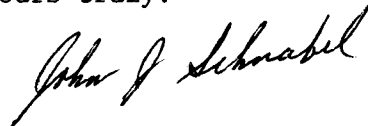
January 28,03

Mr Dan Bockhorst
Boundry Commission
550 west 7th Ave. Suite 1770
Anchorage, Alaska 99501- 3510

Dear Mr. Bockhorst,

I believe the construction of a road between Haines and Skagway as part of the Juneau Access Project will add a positive to the formation of a Haines/Skagway Borough. The Communities are already tied by the Skagway Hydro generating plant. We have mutual Public Radio and a fast Ferry carries Thousands of travelers daily between the two cities. With a road we will become economically and politically a closer and more dependent Municipality I support the position that the Upper Lynn Canal should be One Borough.

Yours truly.

A handwritten signature in cursive script, reading "John J. Schnabel". The signature is written in dark ink and is positioned below the typed name "John J. Schnabel".

THE HAINES/SKAGWAY INTERTIE
as part of the
JUNEAU ACCESS IMPROVEMENT PROJECT



If the state and federal governments are to spend hundreds of millions of dollars for a Juneau road link, both communities must be included in the route.

To accomplish this, a road link between Haines and Skagway must be on the Transportation Departments list of alternatives.

A Haines/Skagway link would provide obvious benefits for tourism and other commerce in Lynn Canal. It would also provide a great benefit for the rest of Southeast Alaska, by eliminating the need for mainline ferry service from Juneau, north.

The two, and sometimes three mainline ferries that currently serve Haines and Skagway could be put permanently into service in central and southern Southeast.

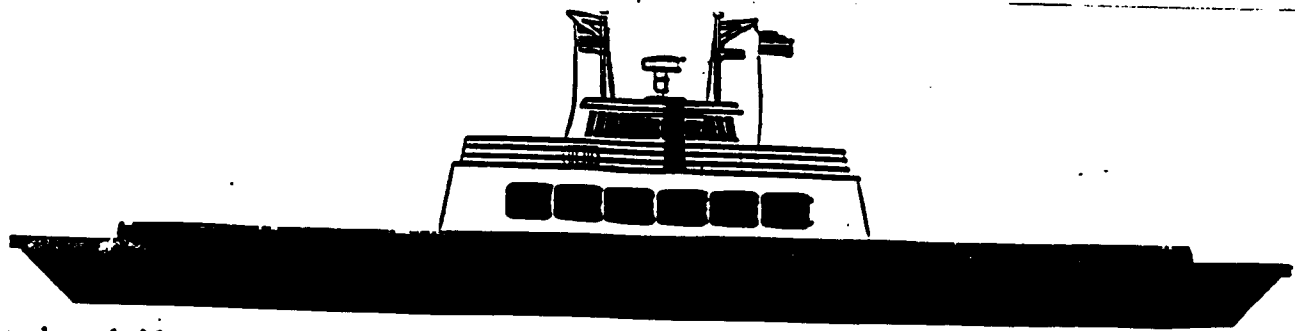
An Intertie is especially critical for Haines.

If the departments current favored alternative, an east Lynn Canal Road, is built, Haines would be cut off from the benefits this large project would bestow on the rest of southeast.

Haines would truly be the end of the road.

But an Intertie would allow both communities to be linked with Juneau and the rest of Alaska, and avoid the certain stagnation that would result from being left off the beaten path.

THIS IS WHAT IS PLANNED FOR HAINES



starboard side of the car deck. The car deck would have 6 lanes and would be capable of carrying extra wide vehicles. Although shown in this analysis to operate 365 days per year from 0600 to 2200, the vessel being of open deck design, would actually only be able to operate around 2/3 of the year. Also, sailings at any time of the year could be canceled on short notice due to the way the winds suddenly come up in Lynn Canal. The main particulars are detailed in Table VI-5.

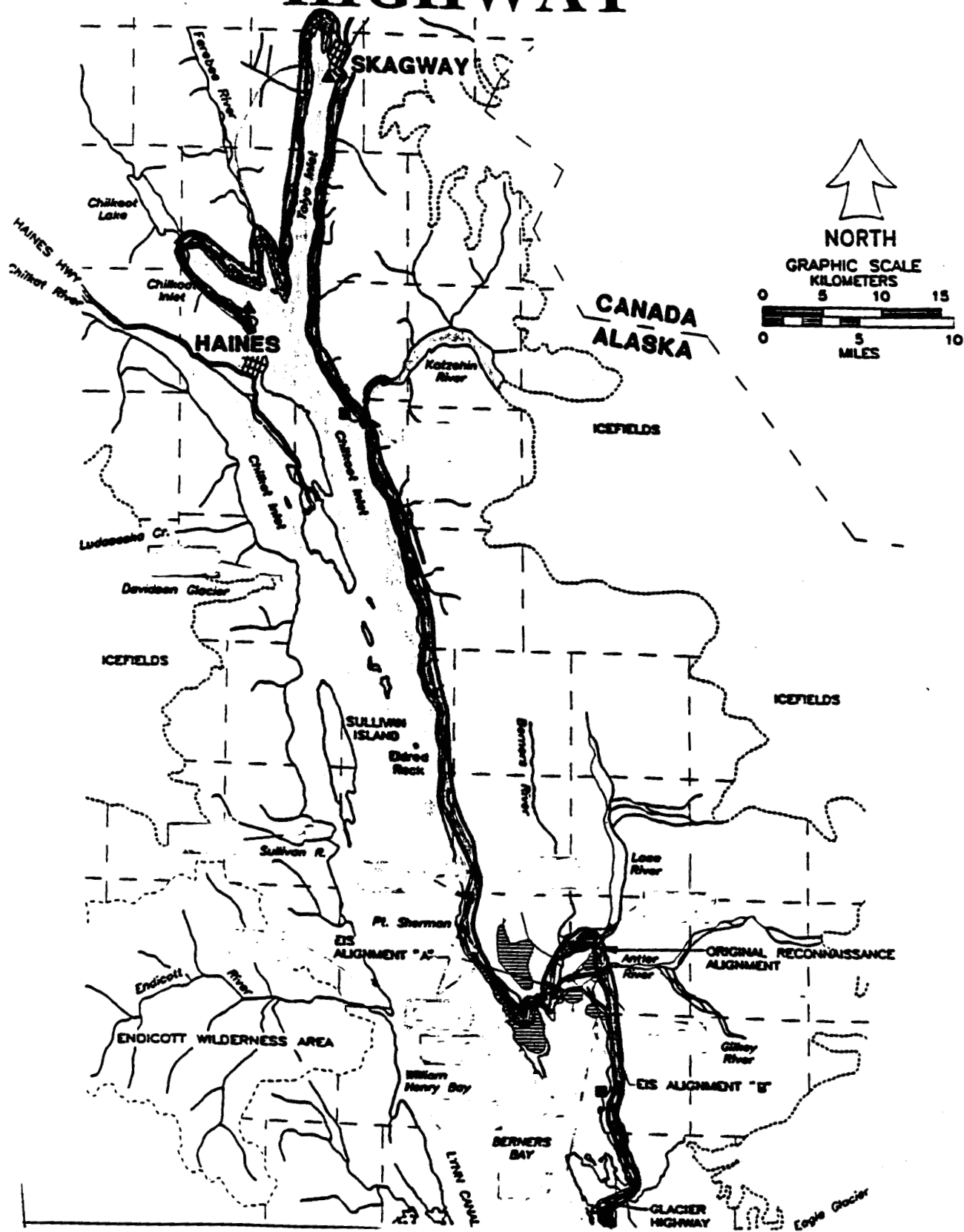
Double-Ended Steel Passenger Vehicle Ferry	
Length	250 ft (76.2m)
Beam	74 ft (22.5m)
Depth at ship side	18 ft (5.5m)
Payload	102 Long Tons (103.6 Tonnes)
Nominal Vehicles	38
Passengers	245
Speed	11
Horsepower	940 x 2
Fuel Rate	40 gal/hr
Crew (12 Hr. Operation)	
Deck	4
Engine	2
Passenger Service	3
Maintenance Cost	2
Estimated Design & Procurement Cost	\$115/hr
	\$10 Million

Table VI-5
Vessel Characteristics
East Lynn Alternative Model

Terminal Discussion

The Katzebin terminal will be not be staffed. Line handling will be done by the ferry's deck hands. All ticketing for departing or arriving customers will be done at Haines. This ticketing process eliminates the requirement for a car holding area entirely. Vehicles will wait in the north bound traffic lane with a stop bar and sign indicating where the first car should wait. Since there will be no terminal employees on the east side, the terminal will become a shelter from cold weather. Customers will need a shelter to wait in rather than their own cars, especially since a number of sailings throughout the year, especially in winter, will be canceled on a short notice due the way the weather

HAINES PREFERS A JUNEAU-HAINES HIGHWAY



FRANK H. MURKOWSKI

ALASKA

COMMITTEES:

CHAIRMAN

ENERGY AND NATURAL RESOURCES

FINANCE

VETERANS' AFFAIRS

INDIAN AFFAIRS

United States Senate

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(907) 456-0233

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KENAI, AK 99611-7716
(907) 283-5808

109 MAIN STREET
KETCHIKAN, AK 99901-6489
(907) 225-6880

August 23, 1996

Mr. John J. Schnabel
Post Office Box 149
Haines, AK 99827

Dear John:

Thank you for your letter regarding the possibility of expansion at Klondike Gold Rush National Historical Park.

The possibility of a future road link between Haines and Skagway is a very important issue to me. At this time, the National Park Service is investigating expansion opportunities at Klondike Gold Rush, but there are no immediate plans for boundary changes. However, if this movement comes to fruition, it is my every intention to require the National Park Service to address state rights-of-way issues with regard to any expansion opportunities. Sometimes expanding a park's boundaries is an important way to restore natural resources, but I agree that we must do this without compromising access and rights-of-way.

Thank you again for your letter, I appreciate your concerns about the future of access in Alaska.

Sincerely,


Frank H. Murkowski
United States Senator

FRANK H. MURKOWSKI
ALASKA

COMMITTEES:

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ENERGY AND NATURAL RESOURCES
FINANCE
VETERANS' AFFAIRS
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108 MAIN STREET
KETCHIKAN, AK 99901-6489
(907) 225-6680

January 30, 1997

Mr. John J. Schnabel
Post Office Box 149
Haines, AK 99827

Dear John:

Thank you for contacting me regarding Mr. Scribner's comments about the Shakwak Highway Project. I appreciate hearing from you.

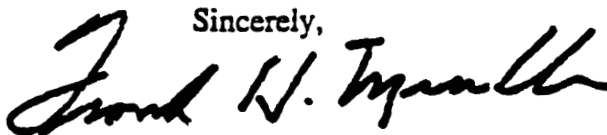
As you may know, 23 USC 218 (copy enclosed) provides for reconstruction of the Alaska Highway from the north Alaska border to Haines Junction in Canada, and the Haines Cutoff Highway from Haines Junction in Canada to the south Alaska border.

In addition to direct appropriations from Congress, this law authorizes the State of Alaska to use any of its apportioned federal-aid highway funds for the Shakwak Project.

The Shakwak legislation, as it is presently written, does not allow for a road to be constructed to Juneau. Mr. Scribner assures me he has been very clear on that point in all discussions with the public.

However, it is also correct, as Mr. Scribner has stated, that the Shakwak Authorization could be used to construct a project to Juneau if legislation were to change the southern terminus (the 39 mile mark outside of Haines) from the south Alaska border to Juneau.

Sincerely,



Frank H. Murkowski
United States Senator

Enclosures: 1

Post-it® Fax Note	7671	Date	# of Pages ▶
To <u>JOHN Schwabel</u>	From <u>DEBBIE</u>	Co. <u>Sen. Mackie</u>	
Co./Dept.	Phone #	Fax #	
Phone #	Fax #		
Fax # <u>766-2832</u>	Fax # <u>465 3517</u>		

A RESOLUTION

- HCR 10

0-LS0390VE

WHEREAS the construction of 65 miles of land highway on the east shore of Lynn Canal is technically feasible, economically justified, and fundable and faces no insurmountable environmental obstacles; and

WHEREAS the construction, operation, and maintenance of a land highway along the east shore of Lynn Canal to connect Juneau with Skagway and Haines would complement the transportation services provided in Southeast Alaska by the Alaska marine highway system and would allow a mainline ferry vessel of the Alaska marine highway system to provide additional transportation services to other areas of Southeast Alaska that do not have the option of surface road transportation to other communities; and

WHEREAS the proposed east Lynn Canal highway would lower the cost-of-living for residents of Haines and Skagway; and

WHEREAS the proposed east Lynn Canal highway would be a very scenic highway and would provide access to new recreation areas for Alaskans; and

WHEREAS the proposed east Lynn Canal highway would provide over \$40,000,000 in economic benefits to the mining interests in the Lynn Canal area; and

WHEREAS more than 75 percent of the residents of Juneau believe that improved access is important to their community while only 3 percent of the residents of Juneau, Haines, and Skagway believe that there are no transportation needs; and

WHEREAS there is an opportunity for unique funding to construct the east Lynn Canal highway that would not affect the funding for other projects in Alaska;

BE IT RESOLVED that the Alaska State Legislature supports construction of the east Lynn Canal highway at the earliest possible date.

SOUTHEAST CONFERENCE

An Alaska Regional Development Organization and USDA Resource Conservation and Development Council

A RESOLUTION IN SUPPORT OF IMPROVED ROAD ACCESS IN SOUTHEAST ALASKA

(Resolution 97-15)

- WHEREAS the Department of Transportation and Public Facilities has initiated preparation of a master transportation plan for Southeast Alaska, and
- WHEREAS Southeast Conference supports road access to the Alaska Marine Highway System, regional airports, and existing road systems, and
- WHEREAS improved road access is essential to sustain community stability, facilitate multiple use corridors, and encourage continued growth in the region, and
- WHEREAS improved road access will increase the carrying capacity of the Alaska Marine Highway System, thereby improving its ability to provide increased service to all communities in Southeast Alaska.

NOW THEREFORE BE IT RESOLVED THAT:


Southeast Conference supports the efforts of Southeast Alaskan communities to obtain improved road access.

Southeast Conference urges that highway extensions to improve regional transportation be vigorously pursued, including but not limited to the Baranof Road from Sitka to Baranof Warm Springs, the Walden Point Road near Metlakatla, the Bradfield Road near Wrangell, the preferred alternative for Juneau Access, including the Haines/Skagway Intertie, and the North Prince of Wales Island access to Coffman Cove, Naukatli Bay, and Whale Pass.

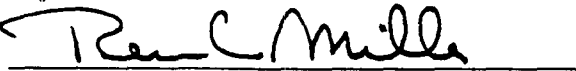
This Resolution be sent to the Governor, Legislature, Department of transportation and Public facilities, and the State's Congressional Delegation

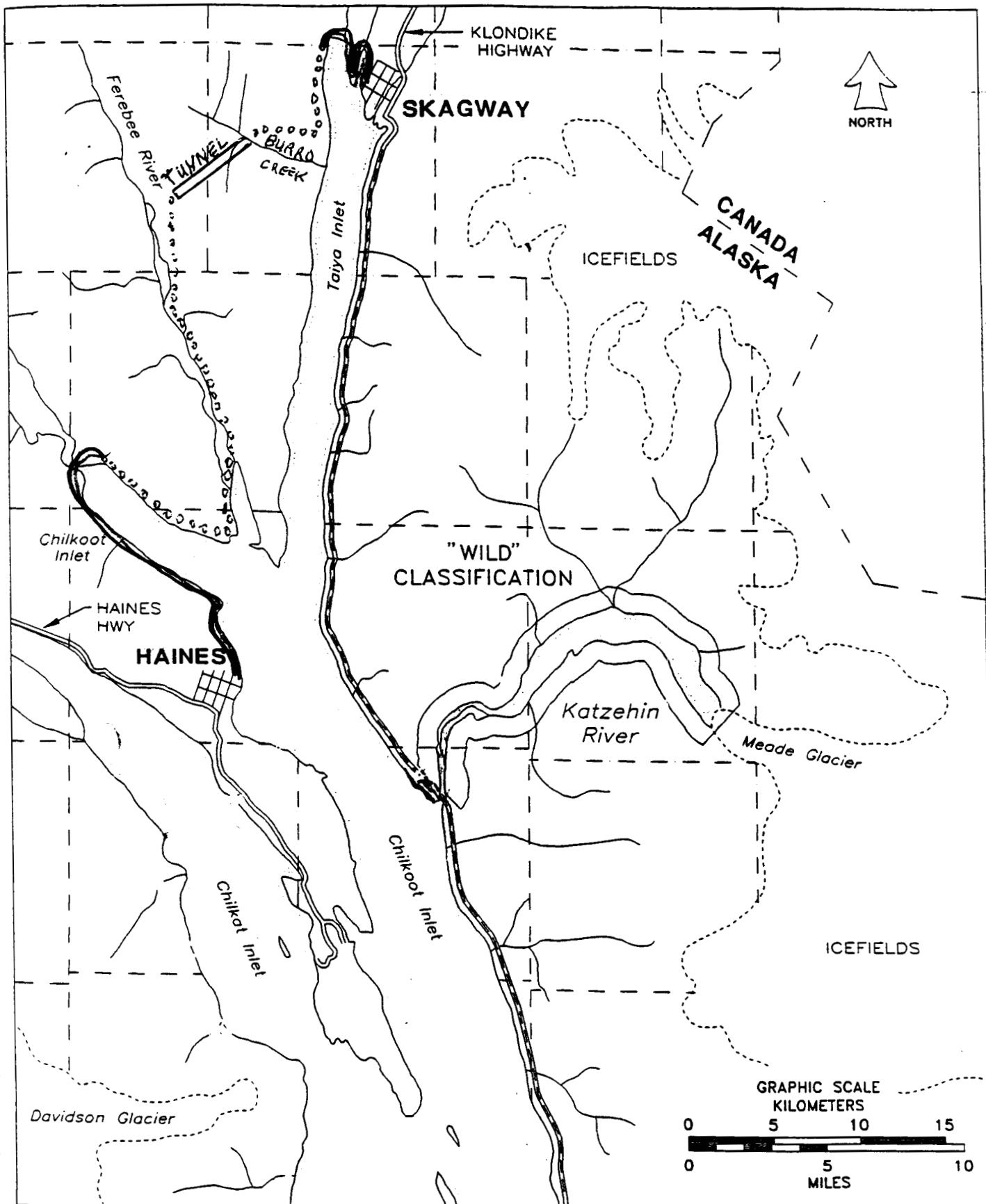
ADOPTED BY SOUTHEAST CONFERENCE ON SEPTEMBER 26, 1996.

Witness:


John Tronrud - President Southeast Conference

Attest:

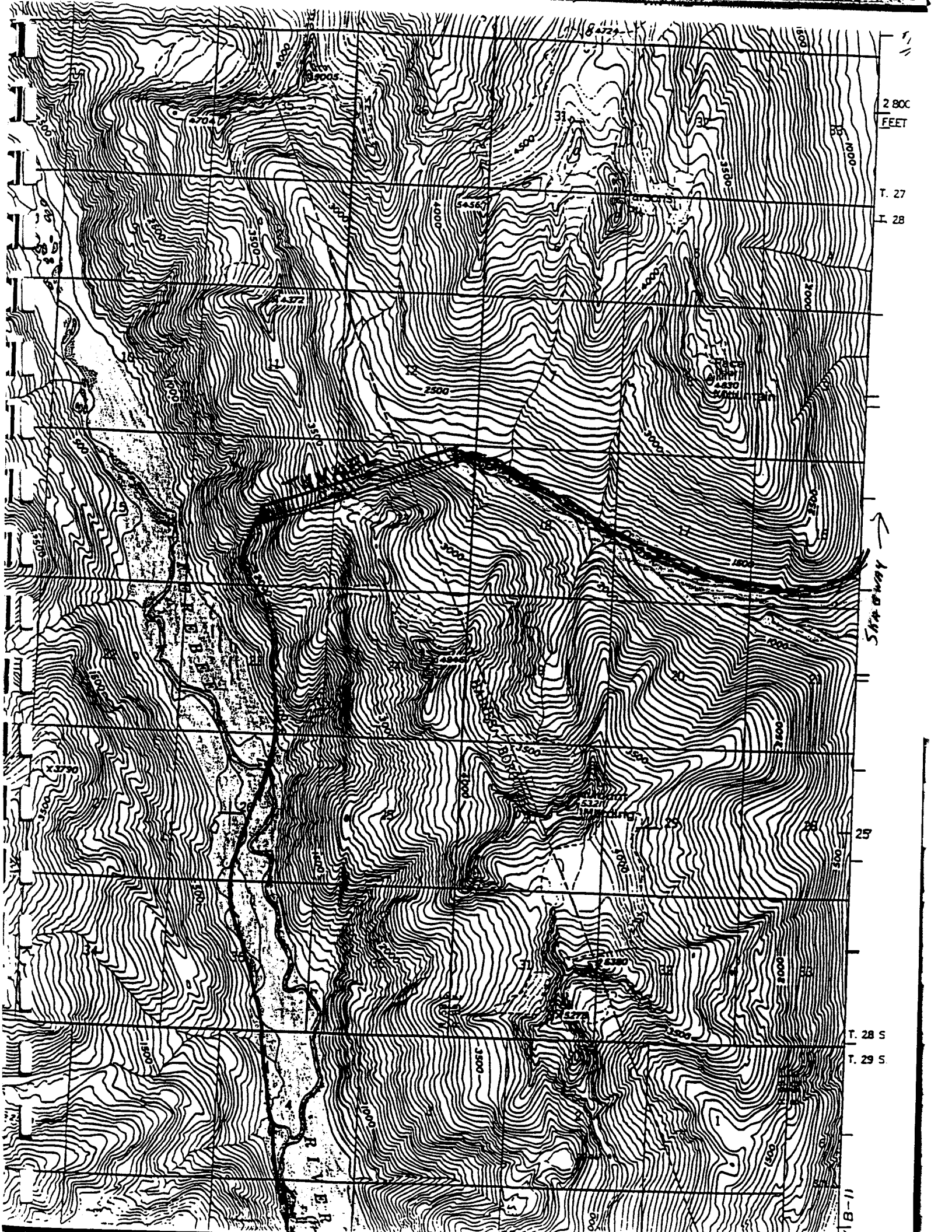

Berne C. Miller - Executive Director



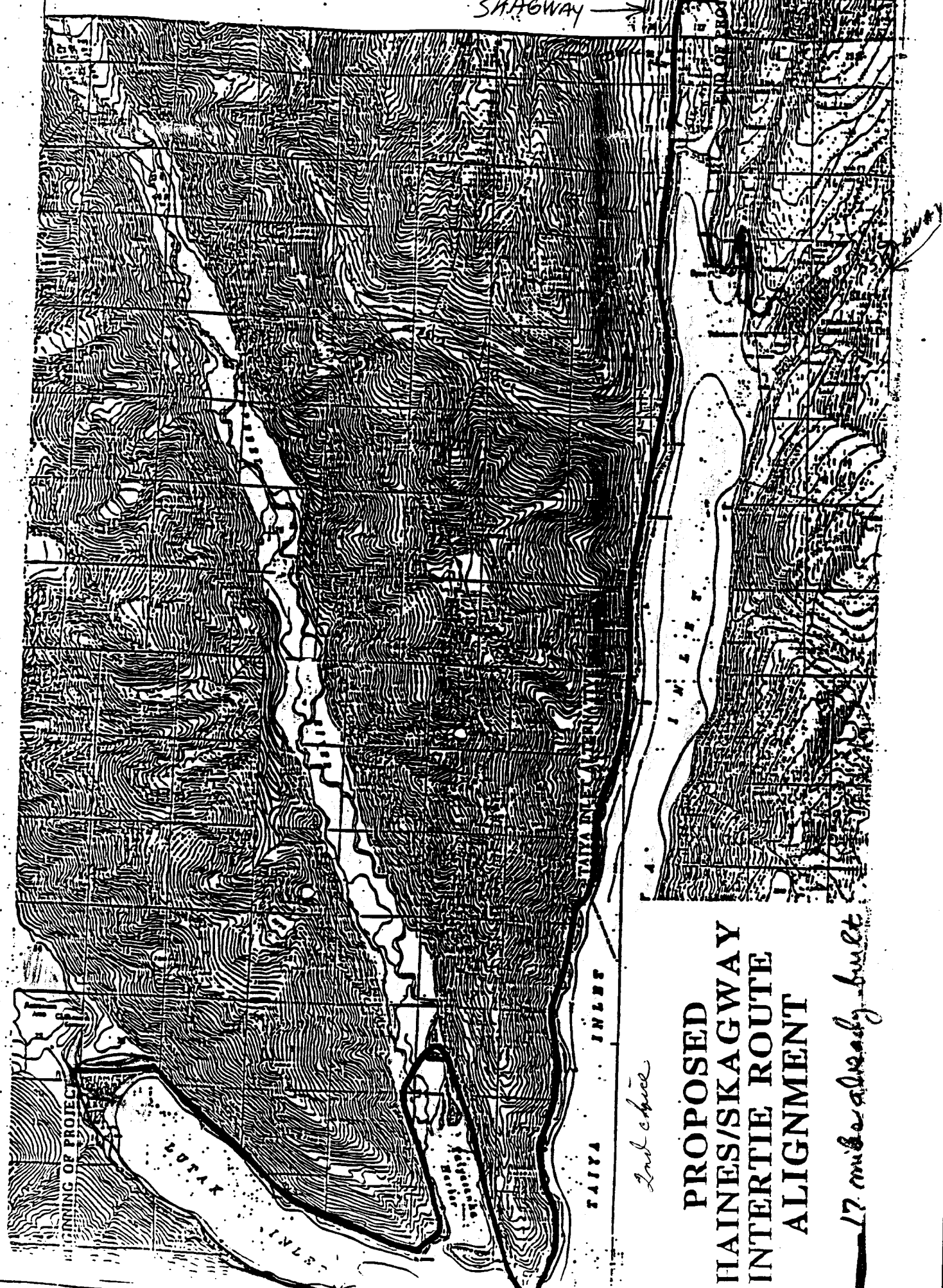
FEREBEE RIVER ROUTE TO SKAGWAY
WITH A TUNNEL TO BURRO CREEK

FIRST CHOICE

EXISTING ROAD BETWEEN HAINES/SKAGWAY ~~—————~~
NEW ROAD BETWEEN HAINES/SKAGWAY



SKAGWAY



BEGINNING OF PROJECT

TAIYA RIVER ALTERNATIVE

TAIYA INLET

1st choice

PROPOSED
HAINES/SKAGWAY
INTERTIE ROUTE
ALIGNMENT

17 miles already built

HAINES



HAINES VISITOR BUREAU

CITY OF HAINES, ALASKA

April 8, 1996

John Schnabel
P.O. Box 149
Haines, AK 99827

Dear John:

Thanks for taking the time to explain the proposed link from Haines to Skagway by way of road as part of the Juneau Access program. From the standpoint of attracting visitor traffic, this routing would provide many benefits to Haines and Skagway, as well as Juneau. I will detail my thoughts below.

For starters, this path would allow for a great deal of increased independent visitors arriving by motor vehicles. Many visitors on their way up and down the Alaska Highway presently don't stop in Haines. This is because they must rely on the Ferry for transport between Haines and Skagway, or they must back-track up the Highway. As we know, the ferries have logistical problems with arrival/departure times at all hours, as well as capacity and cost concerns for travelers. Having a road link from Haines and Skagway would stimulate visitation by these travelers. Visitors using the Alaska Highway north-bound, upon reaching Whitehorse, would be inclined to visit the Capitol City of Alaska by traveling through Skagway and Haines. Southbound Alaska Highway travelers, upon reaching Haines Junction, would be inclined to travel through Haines to Juneau and back to the Alaska Highway through Skagway.

Building on top of the previous base of increased visitation would be those visitors more likely to visit Juneau as road travel permitted. With a link from Haines to Juneau, Haines would see increased visitation as individuals make their way back and forth. This would also be an attractive option for Yukoners who would make use of this route frequently.

I have detailed in the charts below a rough idea of the amount of traffic that travels the Alcan as tabulated at the US & Canada border stations at Beaver Creek. Also outlined is a recap of the traffic flow for the same period through the Haines/Dalton Cache customs stations. This will give a rough idea of how much potential traffic that there is to draw from that might choose to visit Haines, Skagway, and Juneau as they traveled this more accessible route.

P.O. BOX 530 • HAINES, AK 99827 • (907) 766-2234 • FAX (907) 766-3155

E-MAIL: hainesak@wwa.com • WORLD WIDE WEB: <http://www.haines.ak.us>

1995 Northbound Passenger Traffic Through US Customs (Alcan Hwy)

MAY	JUNE	JULY	AUGUST	SEPTEMBER	TOTAL
11,268	29,759	30,392	18,937	10,210	100,566

1995 Southbound Passenger Traffic Through Canada Customs (Alcan Hwy)

MAY	JUNE	JULY	AUGUST	SEPTEMBER	TOTAL
7502	18,985	32,686	28,901	14,135	94,707

1995 Northbound Passenger Traffic Through Canada Customs (Haines)

MAY	JUNE	JULY	AUGUST	SEPTEMBER	TOTAL
3993	8160	10,476	9185	4109	35,923

1995 Southbound Passenger Traffic Through US Customs (Haines)

MAY	JUNE	JULY	AUGUST	SEPTEMBER	TOTAL
3889	8449	12,204	11,411	5841	41,794

Though this data cannot be used as a precise indicator of the level of visitation that may increase in the upper portion of the Inside Passage (Haines, Skagway, Juneau), it does show that there is an immense pool of potential visitors to draw from. It is logical to assume that a large percentage of these visitors would elect to visit Juneau if their primary mode of travel (road) was available.

In looking at the large number of potential visitors that this route would provide, it is also important to look at their spending habits. As we know, these "rubber tire" travelers have spending habits that benefit a wide cross section of community businesses. These visitors tend to frequent more businesses in a community than any other type of visitor. These include not only motels & bed and breakfasts, but campgrounds, automotive repair shops, grocery stores and other retailers, service stations, restaurants, as well as the other tours and attractions that other visitors enjoy. These travelers also stay longer in communities with multi-night stays that generate a higher level of spending per visitor.

Besides drawing more summer visitors to Haines, Skagway, and Juneau, this route would open Haines and Skagway to enhanced visitation from Juneau as local residents and visitors to Juneau would find this region much more accessible. This would open a new corridor of "weekender" traffic not only in

the summer but in winter as well. The potential to promote eagle-watching in the winter would be greatly increased as passengers arriving by jet into Juneau would have road alternatives into Haines. This would make for fast and efficient transportation alternatives. Much in the same way, Haines and Skagway would become more accessible to other Southeast communities as individuals took advantage of this route while traveling to or through Juneau.

There are a number of other benefits that this route would provide due to its existence. One of these would be the recreation opportunities afforded. A route from Haines to Skagway would undoubtedly provide hunting and fishing access to new regions. Opportunities for hikers and backpackers would also be present.

Though I have not been to this area before, I understand that this route would travel near the Ferebee Glacier and would be a very scenic trip through the Ferebee Valley. This in itself would be a draw for travelers who could enjoy this area.

Road travel would allow for individuals to come and go at will and balance out the flow of traffic that otherwise arrives by ferry in concentrated numbers at specific dates and times.

These would be benefits of the road from Haines to Skagway as part of the Juneau Access program that I can identify, though I'm sure that there are many others. Please give me a call if I can assist further.

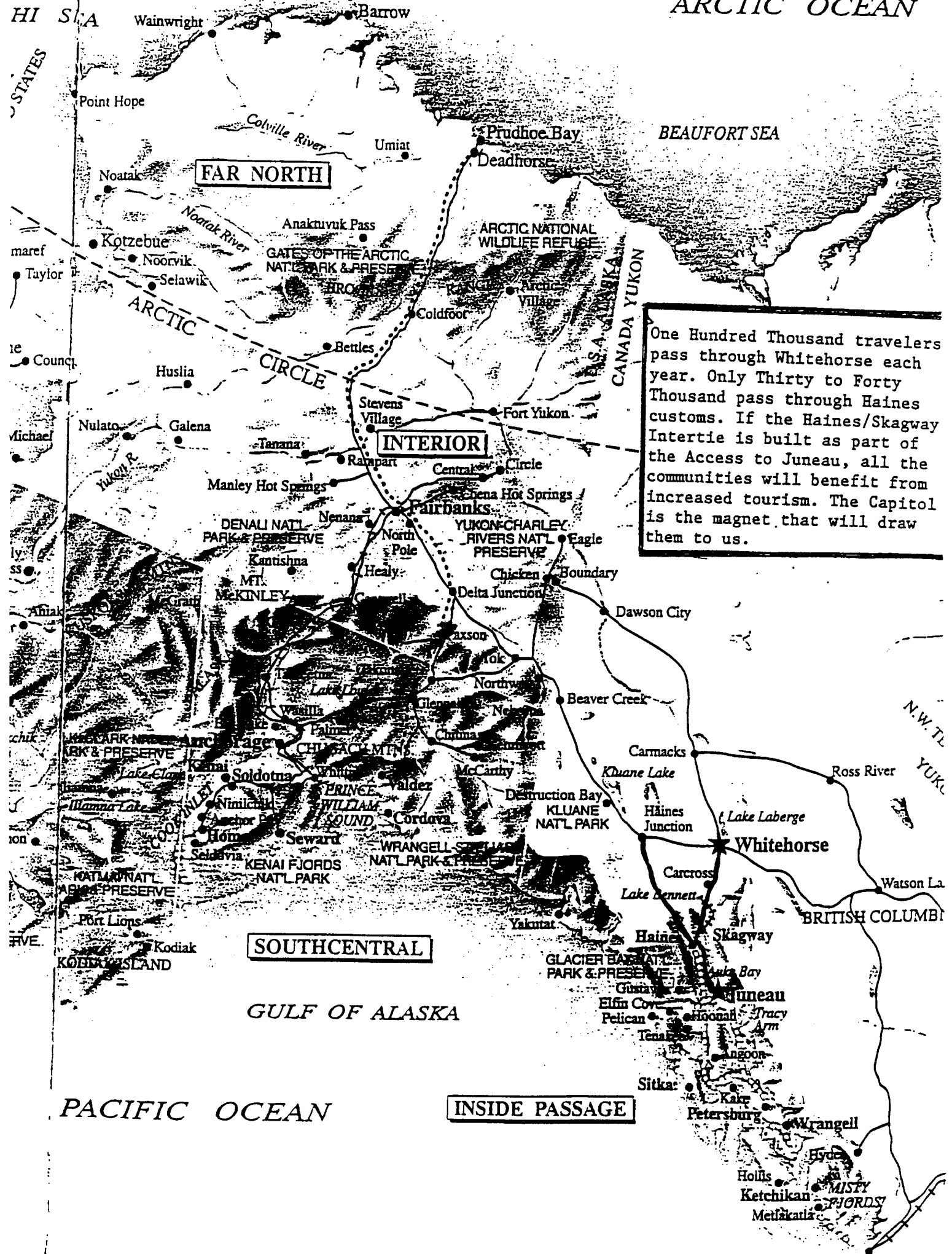
Sincerely,



Tyson Verse
Tourism Director

P.S. The rubber tired tourist is our best bet.

ARCTIC OCEAN



One Hundred Thousand travelers pass through Whitehorse each year. Only Thirty to Forty Thousand pass through Haines customs. If the Haines/Skagway Intertie is built as part of the Access to Juneau, all the communities will benefit from increased tourism. The Capitol is the magnet that will draw them to us.